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THE LINEMAN

RURAL ELECTRIFICATION ADMINISTRATION

U.S. DEPARTMENT OF AGRICULTURE

Vol. VII, No. 8

August-September, 1947

Washington, D.C.

Lineman Disregards Foreman's Orders, Dies Following Substation Accident

CONFERENCE PLANNERS MEET IN WASHINGTON

A four-man committee, composed of state supervisors of job training and safety, is scheduled to meet in Washington September 8 and 9, 1947 to lay plans for the forthcoming Supervisors' Annual Training Conference.

Committee members include D. B. Bidle, Illinois; C. G. Alexander, Tennessee; C. A. High, Ohio; and O. L. Heath, Virginia.

Also slated to join in the plan-making activities are William A. Ross, head of Public Service Training, U. S. Office of Education, and REA staff members A. B. Shehee and W. E. Rushlow.

D. A. Fleming Resigns, Shehee Acting Head

Ayles B. Shehee is temporarily in charge of the Labor Relations & Safety Section, as D. A. Fleming has resigned to accept a position with the National Electrical Contractors Association.

William Rushlow, formerly with the Technical Standards Division, will replace Frank LaMaster who has transferred to another section.

LAST MINUTE NEWS FLASH

New appointments to the post of State Supervisor of Job Training and Safety include William L. DeVaughn of North Carolina, and Edgar H. Kellogg of Indiana.

Climbs Too High To Remove Insulator and Short Jumpers

Setting up of switchboard and oil circuit breaker equipment at a generating plant required the installation of larger substation busses, and the connection of two newly installed feeder cables.

The generating plant had to be shut down and the work was being done after midnight. All circuits coming into this substation were de-energized except one. This was a 12,500-volt wye line coming into the substation from a nearby municipal plant.

This circuit was left energized, to supply lights, and to operate one nearby important consumer load.

The sketch shows the west end of the substation structure. The circuit on the top crossbeam marked 'A' is 23,000 volts and was de-energized. On the second crossbeam marked 'B' is the 12,500-volt wye which was left energized, and was hot down to the top of the three-shot cutouts.

The fuse holders of these cutouts were removed so that the jumper wires leading from the bottom of these cutouts were dead. These wires coming out of the bottom of the cutouts were to have been cut with hot cutters.

By cutting these wires in this manner, it would not be necessary to get closer than five or six feet to the energized tops of the cutouts. A short ladder was placed against the substation structure as indicated in the sketch.

A lineman climbed this ladder to remove the three-bell insulator and short jumpers on crossbeam 'D'. This circuit was de-energized

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Published Monthly in the Interest of Safety
for Employees of REA-financed Systems
'Wisdom Is Common Sense
To An Uncommon Degree'

OLD BUT NOT BOLD

- Editorial -

A great many fatal and seriously disabling accidents are caused by lack of craft skill, attempting to do jobs beyond the skill and experience of the worker and by his failure to understand or evaluate the conditions which a particular job presents. A small portion of the fatal and seriously disabling accidents, however, occur to skilled linemen, men with the know-how and the background of experience necessary to evaluate the job to be done and to do it properly.

Have these men become so used to handling dangerous electrical currents that they have lost their respect for them? Is it possible that knowledge and experience tend to create in the mind of the individual a feeling that he is now master of the electrical forces with which he deals? Does this feeling of confidence in his ability tend to encourage him to take short-cuts -- rely on his skill rather than the time-proven protective devices such as protective grounds, rubber gloves, and 8' hot sticks? A review of the fatal and seriously disabling accidents which have occurred to cooperative linemen year after year indicates this to be true.

Admiral Halsey, in his recent series of articles in the Saturday Evening Post, observes that as soon as a student airman gains confidence in his flying ability, he has entered one of the most hazardous periods of his career. The Admiral states that there are 'bold pilots and old pilots' but that there are no old, bold pilots.

There are many old linemen yet in the business. However, we do not recall any of the 'old, bold' variety who are still on the job.

DERE EDDITTER:

Ben says to be a lineman you gotta start from the ground up. It seems to me that I am headed in the wrong direction. I've dug so many holes it looks like I've started from the ground down, but now I'm going to get a little practice climbing poles. I don't mean really climbing them like I did by myself when I first got the leg irons, but a coupla times a week Ben is going to take me out and let me climb 8 feet up and then back down. When I can climb real good for 8 feet it will be duck soup to make it 10, 20, 30, etc. as time goes on. Ben says when a fellow first learns to climb he looks down at his feet. He says anytime you see a lineman climbing and lookin at his feet -- he aint a lineman -- he has just kidded himself into thinking he is. Ben's philosophy is when a man looks at his feet he is just interested in seein' where he has been. A lineman don't care where he has been half as much as where he is going and what he is going to do when he gets there. Ben knows of one lineman who climbed up a bare pole lookin at his feet and fell off the top when his

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E. Perkins Jr.

Blame "Man Failure" For Injuries and Deaths, Not Accidents, Says Minnesota Co-op Manager

(Reprinted from the Moose Lake, Minn., Gazette)

I notice in reading your paper little fill ins here and there stressing safety such as walking on the right side of the road, driving too fast, or driving while under the influence of liquor.

We see such items and articles in most papers or magazines we pick up now-a-days--a large scale safety program which is all done for the benefit of the people of America, to get them to be safety conscious as a nation.

There is one big item in this whole safety program which I feel should be changed, and that is the word 'accident'. This word should be eliminated from the whole safety program. There is no such thing as an 'accident'. There is no one hurt or killed by accident in spite of reports to the contrary.

Injuries and deaths by so called accidents are without exception caused by 'Man Failure'. The failure of someone to do what should have been done, or by doing something that shouldn't have been done. If the public could be made to stop and think--try and figure out who was at fault. who did or didn't do the job right, whose fault was it that someone was injured or killed?

A child is killed by a car while playing in the street or by walking out into the street. Perhaps it wasn't the drivers fault at all; he couldn't help it. Didn't this child's parents fail in their job of

teaching the child to keep off the street or keeping track of a child too young to be taught?

A piece of equipment or machinery breaks and a workman is injured or killed. Did the workman put more strain on the equipment than it was built to take? Or did the workman or the inspector in the manufacturing plant fail to put out equipment that met specifications?

A tire blows out at high speed and someone is hurt or killed. Was it the workman in the plant that built the tire that was at fault? Or was the driver driving too fast?

Almost all people like a puzzle or a riddle. I would like to have everyone who reads this, try and think of one so called 'accident' that wasn't 'man failure'. Ask all of your friends to try and think of one.

If our safety program could be made to get every man and woman and child in this country to working on this riddle, I think we would have gone a long way toward cutting down our staggering yearly toll of injuries and deaths.

A. A. Goodwin Manager

Carlton County Co-operative
Power Association
Kettle River, Minn.

Employee Accidents Reported for July, 1947

	ELECTRIC SHOCK	POLE HANDLING & UNLOADING	TREE TRIMMING	HOOKS CUT OUT	CAR TRUCK	FLASH BURN	DYNAMITE	OTHER
No Time Lost	3	2	1	1			1	31
Disabling	5	2	6	2	1			13
Fatal	2							
Total	10	4	7	3	1	0	1	44

MILD BURN

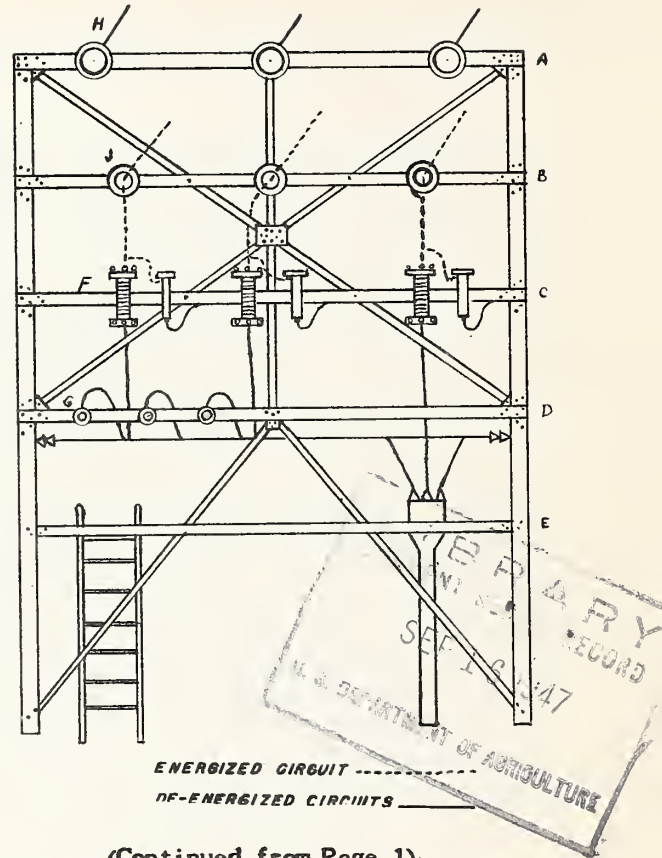
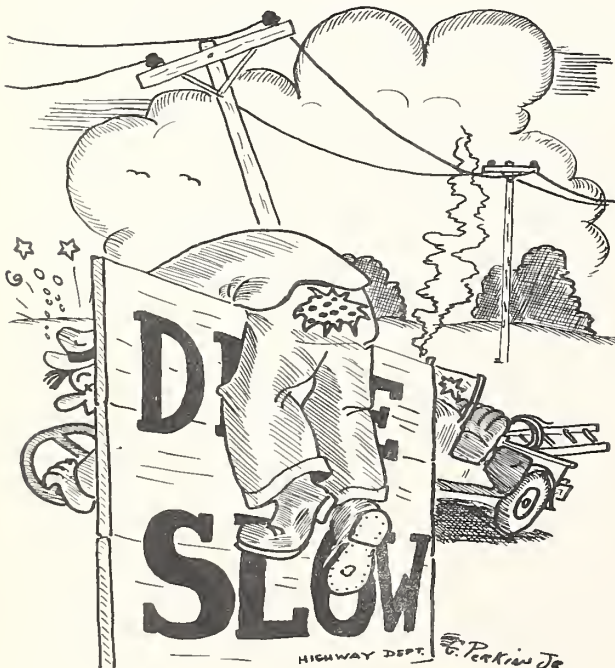
A lineman was making a temporary dead-end of a conductor. During this operation one leg touched the guy wire and the left arm touched the conductor. The results of this accident were not serious as the electrical shock resulted in only a mild burn.

TRANSFORMER CHANGE

A lineman was changing a transformer installation. He was attempting to install a four-foot crossarm when the metal brace on the crossarm came in contact with the energized line. He received electrical burns on the arms and legs.

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hands ran out of pole. He just climbed right on out into space, so to speak. And then there is other cases where they climbed right up into the hot conductor and were killed before they knew where they were. Ben says you look at your feet when you first start because you ain't sure of your self. If some body don't break this up it soon gets to be a habit. Eight feet up and eight feet down gives you confidence. You will be hearin more about this later on.



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and the jumpers and bells were removed as planned. The lineman had been instructed to stay at this point when his job was done and not to move further up the structure until ordered to do so.

The man supervising the work turned to another employee when he saw the lineman on crossbeam 'D' complete this work, and a short time later heard an arc and looked around in time to see the lineman who should have been no higher than crossbeam 'D' fall to the ground.

This man, instead of staying at crossbeam 'D' had climbed up and in some manner contacted the cutouts, which were energized at the top only. Artificial respiration was started immediately as the man was unconscious and not breathing. Breathing was restored after about five minutes.

However, it was necessary to continue artificial respiration for another 15 minutes. The electrical burns were on the right shoulder, left forearm and the bottom of both feet. The right side of the face was flash burned. This lineman died several days later in the hospital from internal injuries and other complications.